


# PUBLIC COMMENTS (PC)-Z

PC-Z1



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☐ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center


Name (First and Last): <u>José Zamora</u>	
Organization: <u>Labor Local 652</u>	
Address (Optional): <u>566 N. Earlham St</u>	
Phone Number: <u>(714) 348-3613</u>	Email address: _____

Comments: If they are not working they can't  
help keep the economy going.

(Space for comments continued on reverse)

PC-Z2



## I-405 Improvement Project

### Public Hearing

#### Comment Sheet

Please provide your comments regarding the I-405 Improvement Project Draft Environmental Impact Report / Environmental Impact Statement (Draft EIR/EIS). Comments must be received by Caltrans no later than July 2, 2012.





**Meeting Venue (please check one of the following):**

☒ Monday, June 4, 2012 – Orange Coast Community College   
 ☐ Thursday, June 7, 2012 – Rush Park Auditorium  
☐ Wednesday, June 6, 2012 – Westminster Community Center   
 ☐ Thursday, June 14, 2012 – Fountain Valley Senior Center

Name (First and Last): <u>CASEY ZARUBA</u>	
Organization: _____	
Address (Optional): <u>3530 E. LAPAUMA AVE APT 622 92806</u>	
Phone Number: <u>(714) 410-9433</u>	Email address: <u>CASEYJ.ZARUBA@GMAIL.COM</u>

Comments: DO IT!

(Space for comments continued on reverse)

### PC-Z3 Translation

Comment:

Because the unemployment benefits are running out and I have more than one year without a job. } 1

**From:** David Zawolkow [dave@modernsignspress.com]  
**Sent:** Monday, July 16, 2012 4:36 PM  
**To:** Parsons, 405.dedcomments  
**Subject:** Orange County Freeway Expansion

As a long time and continuing resident of Rossmore I am deeply concerned about the affects of the proposed freeway expansion within Orange County only. Certainly it must be clear to even a casual observer that the proposed freeway modification will result in significant auto backup where the added lanes disappear. Current plans will have that happen adjacent to Rossmore. Unfortunately, studies to date have not included the effect that would have on our community. An adequate study is bound to show dangerous results to the residents here in Rossmore.

Please review the options and let me know what steps will be taken to alleviate a potentially hazardous situation from developing.

David Zawolkow

**PC-Z5**

**From:** Robert Zordani [robert\_zordani@dot.ca.gov]  
**Sent:** Tuesday, July 17, 2012 9:39 AM  
**To:** Parsons, 405.dedcomments  
**Subject:** comments

To Whom It May Concern,

I would like to express my disappointment with OCTA on their responses to my comments about the lack of a soundwall along the NB Warner ave on ramp where the proposal to build a 30' high connector without a soundwall adjacent to residential properties on Daisy street. OCTA claims that the allowable benefit of the soundwall (\$129,000) is not supported because of the cost to construct it (\$154,000). As a Professional Engineer, I feel obligated to inform these residents of your plans, so they may litigate this issue properly.

1

Additionally, the traffic studies performed by Albert Grover and Associates was not properly done (by your own admission) where the traffic numbers at the Westminster NB off ramp were collected over two different days.

2

Comments about the inclusion of additional signals on Brookhurst and Magnolia due to ramp reconfiguration and the potential impacts to local traffic circulation were responded to with a justification report that appears to show the functional speed on the arterials to be substantially less than the posted speed limit. If this is in fact true, grid lock will ensue as the signal timing and traffic flow synchronization degrades due to the discrepancy. It appears that the traffic study report has been written to justify the feasibility of this project and not a true representation of the outcome of this proposed construction 'improvement'.

3

## **RESPONSE TO PUBLIC COMMENTS (PC)-Z**

### **Response to Comment Letter PC-Z1**

#### **Comment PC-Z1-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-Z2**

#### **Comment PC-Z2-1**

Caltrans and OCTA thank you for participating in the environmental process for the I-405 Improvement Project. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Respuesta a la Carta De Comentario PC-Z3**

#### **Comentario PC-Z3-1**

Las agencias de Caltrans y Orange County Transportation Authority les gustaría agradecerle por haber participado en el proceso ambiental para el proyecto de ampliación de la autopista de San Diego (I-405). Su comentario fue considerado durante el proceso de selección de la “Alternative Preferida”, como esta escrito en el reporte llamando en ingles “I-405 Improvement Project FEIR/EIS.” Se le notificará en la dirección proveida en su Comentario cuando el reporte “FEIR/EIS” va a estar disponible para revisarlo.

### **Response to Comment Letter Translation PC-Z3**

#### **Comment PC-Z3-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

### **Response to Comment Letter PC-Z4**

#### **Comment PC-Z4-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred

Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

With respect to a potential bottleneck at the Los Angeles County line, please see Common Response – Traffic Flow at the Orange County/Los Angeles County Line.

### **Response to Comment Letter PC-Z5**

#### **Comment PC-Z5-1**

Caltrans and OCTA thank you for your participation in the I-405 Improvement Project environmental process. Your comment was considered during identification of the Preferred Alternative as described in the Final EIR/EIS. You will be notified at the address provided in your comment when the Final EIR/EIS is available for review.

Under Alternative 1, soundwalls analyzed for residences along Daisy Avenue were unable to provide feasible abatement; consequently, Soundwalls S788 and S792 were recommended as in-kind replacements of existing soundwalls. As for Alternatives 2 and 3, another soundwall along the Warner Avenue on-ramp was considered; however, this soundwall was determined to be feasible but not reasonable and therefore not recommended. In addition, Soundwalls S788 and S792 were recommended as in-kind replacements of existing soundwalls.

Houses along Daisy Avenue would be protected from freeway traffic noise by the fill of the Warner Avenue on-ramp, the retaining wall of the Magnolia Street off-ramp, and two soundwalls. Due to these features, houses along Daisy Avenue will not have line-of-sight to the freeway traffic. Furthermore, due to the configuration of these ramps, absorptive materials/panels would be required on the traffic side of Soundwall S792 and on the retaining wall associated with the Warner Avenue on-ramp to prevent traffic noise from reflecting between the soundwall and retaining wall.

Please also see Common Response – Noise/Noise Analysis and Northbound Braided Ramps at the Magnolia/Warner Interchange.

#### **Comment PC-Z5-2**

The traffic study provided for the project was conducted consistent with industry practice. Collection of traffic counts frequently requires multiple days to make certain that variation is accounted for.

#### **Comment PC-Z5-3**

The traffic analysis of Brookhurst Street with the proposed interchange reconfiguration for all of the build alternatives shows that the proposed reconfiguration will work acceptably. Arterial running

speeds in urbanized areas with traffic signals are invariably lower than speed limits because traffic signals require a portion of through traffic to stop, which reduces average running speed.